

Today's Metal Prices

NEW YORK QUOTATIONS.

New York, Aug. 20.—Silver, 47 3/8c; Lead, \$4.45; Spelter, not quoted; Copper, nominal; Electrolytic, \$16.75@17.50.

The Ogden Standard

FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER

OGDEN CITY, UTAH, FRIDAY EVENING, AUGUST 20, 1915.

4 P. M. CITY EDITION
TEN PAGES

WEATHER—UTAH: Fair Tonight and Saturday; Not Much Change in Temperature.

Forty-fifth Year—No. 191.

PRICE: FIVE CENTS.

CAPTURE OF GREAT FORTRESS HAS ENDANGERED RUSSIAN RETREAT

German Submarine Enters the Waters of Norway in Pursuit of a Mail Steamer But Is Driven Off by Norwegian Torpedo Boat.

Christiania, Norway, Aug. 20, via London, 1:04 p. m.—A German submarine stopped the Norwegian mail steamer Irma within Norwegian territorial waters yesterday but the timely appearance of a Norwegian torpedo boat on the scene prevented further interference with the mail ship.

Berlin, Aug. 20, via London, 3:20 p. m.—The left wing of Field Marshal von Mackensen's army has driven the Russians behind Koterakulva, southwest of Brest-Litovsk, German army headquarters announced today.

Paris, Aug. 20, 2:30 p. m.—The French war office this afternoon gave out a statement on the progress of hostilities which reads:

"There has been continued activity on the part of our artillery along the banks of the Oise, to the north of the Aisne; in the Champagne district, and along the front at La Seille.

"In the Argonne there has been fighting with mines in the region of Vienne-le-Chateau and fighting at close range with bombs and hand grenades in the sector of St. Hubert and near Marie Therese.

"On the heights of the Linge and of Schatzmannelle, the German losses have been very heavy. We found a large number of dead German soldiers in the trenches, 250 yards long, which we occupied."

Sofia, Aug. 20, via London, 10:53 a. m.—General Piltcheff, Bulgarian minister of war, has resigned on account of ill health. He is succeeded by General Jecoff.

London, Aug. 20, 1:55 p. m.—Two small British steamers, the Restormel and the Baron Erskine, have been sunk by German submarines. Both crews were saved.

The Restormel, 1139 tons, was built at Grenock in 1901 and owned by J. Cory and sons, limited, of Cardiff. The Baron Erskine, 3350 tons, was built at Dumbarton in 1911. Her owners were the Hogarth Shipping company of Glasgow. The Baron Erskine sailed from New Orleans July 28 for Avonmouth.

Review of War Situation. London, Aug. 20, 11:50 a. m.—As the Austrians and Germans press on to the last of the outlying fortresses standing between the Russian capital and the invaders, Petrograd is discussing the advisability of removing the government to its ancient seat at Moscow, always considered the heart of the nation. Kovno is now definitely in the hands of the Germans. The flanking movement of Field Marshal von Mackensen grows more threatening hourly, and it would not be surprising if Grand Duke Nicholas should abandon all efforts to form a new line with Brest-Litovsk as the pivot.

From Brest-Litovsk to Ossowetz, which seems to be withstanding the assaults of the heavy German guns better than any other force, fierce fighting continues with the advantage in favor of the invaders. Riga has become the center of a struggle on land and sea.

Petrograd states that the Russian warships protecting the Gulf of Riga were compelled to draw in closer, owing to the superiority of the German squadron.

The landing of British troops at Suva bay, Gallipoli peninsula, is regarded here as a partial disappointment. The Turkish concentrated their forces in the Anzac zone, a little to the south, but were able to send troops north in time to prevent any important advance by the landing forces. It is believed here that no forward movement of consequence is likely, unless the British are reinforced considerably.

Italy to Break With Turkey. Italy and Turkey appear to be on the brink of an open rupture. The Italian public expects war, which would give their army and navy an opportunity to co-operate with the allies in the Dardanelles movement.

On the western front the French now hold the cross roads between Lens and Arras which, when in possession of the Germans, formed a wedge in the allied line.

Twenty or more persons are believed to have lost their lives when the liner Arabic was sunk by a German submarine yesterday. Among the eight passengers missing are two Americans. The others missing are members of the crew. The government in Washington is withholding comment until definite official information is received as to whether American lives were lost.

Novogorodsk, the strong Russian fortress northwest of Warsaw, which the Russians continued to hold after they abandoned the Polish capital, has been taken by the Germans. More than 20,000 men were captured and an enormous stock of war material was captured.

The statement follows: "The fortress of Novogorodsk, the enemy's last bulwark in Poland, has been captured after stubborn resistance."

"The entire garrison, including over 20,000 men and an enormous stock of war material fell into our hands. The emperor left for Novogorodsk."

Queenstown, Aug. 20, 4:10 p. m.—The captain and crew numbering fifty-three men of the New York City were landed here today. The vessel was sunk by a torpedo yesterday.

Paris, Aug. 20, 1:15 p. m.—Public interest has been aroused to an extraordinary degree in the session of the chamber of deputies, which reassembles today after a recess of ten days. It is expected that the government's conduct of the war will be discussed. Alexandre Millerand, minister of war, has promised to reply to the criticisms of a group of deputies.

Rupture is Imminent. Rome, Aug. 20, via Paris, 2:45 p. m.—A rupture of relations between Turkey and Italy is considered imminent. Delay in action on Italy's part is ascribed to her desire to do her utmost to conserve the interests of Italians who still remain in the Ottoman empire who are now estimated at 12,000 in number.

London, Aug. 20, 4:45 p. m.—Official announcement was made today that a British submarine had grounded in the Sound. Fifteen members of the crew were saved.

London, Aug. 20, 2:35 p. m.—The Swansea Leader reports that the British steamer New York City has been sunk. The crew of the vessel has been saved.

ask in order to give the thanks of himself and the fatherland to the leader of the attack, General Von Bresseler, and his troops."

Fall Was Foreseen. The capture of Novogorodsk had been foreseen since the fall of Warsaw. When the general Russian retreat was made from the Warsaw salient, Grand Duke Nicholas, the Russian commander-in-chief, elected to leave a garrison in the fortress rather than evacuate this position as it was recognized that the only question was how long the defenders would be able to hold out.

The grand duke's decision apparently was due to the strategic position of the fortress. So long as the Russians retained it, they were able to stop communication on the Vistula river. Novogorodsk is nineteen miles northwest of Warsaw and is situated at the junction of the Vistula, Narew and Wkra rivers. On account of its position it was described by an Associated Press correspondent who visited it yesterday, as a second Vicksburg.

Fortress Completely Invested. For nearly two weeks the fortress had been completely invested by the Germans and several of the outlying forts were captured earlier this week. Novogorodsk was strongly defended and was said to have been equipped with sufficient ammunition and food supplies for a long period.

Its speedy capture doubtless represents another triumph for the great German and Austrian siege guns. Pieces of the heaviest calibre were brought up for the attack.

The usually daily army headquarters which was issued today several hours after the special bulletin announcing the fall of Novogorodsk says that the garrison at that fortress consisted of 85,000 men. Of these, the statement adds, more than 20,000 were captured in yesterday's battle alone.

The earlier bulletin from Berlin stated that the entire garrison was captured by the Germans. It is not clear, however, whether a considerable part of the total of 85,000 escaped.

When J. W. Pickering of Boston, Mass., arrived at the Business Men's Military Training camp at Plattsburg, N. Y., he had the time of his life being mustered in the outfit. Because of his age, which is sixty-three, he was turned down three times. He was finally accepted when a physical examination proved him to be more fit as a soldier than many of the younger men. Mr. Pickering is a vegetarian.

Comments on Arabic Disaster. American Press Sees Grave Situation for President and State Department to Decide.

ACT OF DEFIANCE. Officials Await Full Details of Latest Outrage of German Submarine Warfare.

Chicago Journal: The sinking of the Arabic is exactly the same sort of piracy as the sinking of the Lusitania with the added aggravation of being needless.

Whether the American government should break off diplomatic relations with Germany over this occurrence is a question that must be decided by President Wilson and Secretary Lansing, not by any newspaper. But, frankly, the Journal can see no use in arguing about neutral rights and humane duties with the Hohenzollern court.

Portland Oregonian: The attack on the Arabic is a challenge, definite and defiant, to President Wilson to follow his words with deeds. It is, or will be incumbent upon the United States to stand by its own interpretation of neutral rights, whatever the cost, or to back out, whatever the cost.

The Pueblo (Colorado) Chieftain points out that the Arabic on its trip from New York to England carried war munitions and says: "It would be unreasonable to expect the German naval commanders to give free passage westbound when the same ship was serving as a war cargo carrier on the eastbound trip."

The Chieftain does not regard the loss of the Arabic as around "for a break with Germany, much less war."

The Pueblo Star-Journal, in view of the probable loss of American lives, says: "President Wilson can hardly avoid taking steps to carry out the wording of the late note to Germany to protect American rights at sea."

Lincoln, Neb. Journal: Torpedoing the Arabic without warning would be an act of hostility toward the United States. It looks on the face of the information received up to this writing like a serious affair. * * * Calm judgment must now await the official unfolding of the facts connected with the disastrous incident.

Sioux City (Ia.) Journal: If, when the facts are fully developed, it shall be disclosed that the Arabic was sunk in utter disregard of asserted American rights on the high seas—rights in defense of which we have declared we will omit no word nor act—it may be accepted as an indication that the imperial government is deliberately trying to draw the United States into the war. If we eventually find reason to come to that conclusion there will be warrant for more pondering. The question to be decided is whether we will be willing to show our resentment of Germany's treatment of us by playing into her hand, as apparently planned by Berlin.

Indianapolis News: The question is not whether American lives were lost—though that would aggravate the offense—but whether they were put in jeopardy by the sinking of the Arabic. The question to be determined are whether the Arabic was torpedoed without warning and whether the Arabic herself received the summons to stop and refused to heed it.

Indianapolis Star: Judgment will have to be withheld until the full details of the sinking of the Arabic are known.

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IS "ROOKIE" AT 63



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GREAT GRAVITY OF ARABIC DISASTER

President Wilson Awaits Further Details of Sinking of Ship.

AMERICANS ARE MISSING
Torpedoing of the Vessel Without Warning Presents a Serious Feature.

Queenstown, Aug. 20, 5:52 p. m.—A statement made here today by Louis Bruguere, a passenger on the Arabic, indicates there is no doubt that his mother, Mrs. Josephine L. Bruguere, an American, was drowned.

Mr. Bruguere said his mother disappeared after being in the water for about 20 minutes.

Queenstown, Aug. 20, 5:48 p. m.—Several of the American survivors of the Arabic disaster were injured.

Washington, Aug. 20.—Later today Secretary Lansing announced he had instructed the embassy at London and the American consuls in the vicinity to gather affidavits from Americans on board the Arabic.

Washington, Aug. 20.—The official details upon which President Wilson will decide whether the sinking of the White Star liner Arabic was an act deliberately unfriendly to the United States were still lacking today and meanwhile the president and all other administration officials, while realizing fully the gravity of the new situation between the United States and Germany, were keeping their minds open.

President Wilson left the White House early to motor to Philadelphia to visit his oculist and motored back to the capital this evening.

When he has a deep problem, it is the president's habit to seek seclusion, often riding through the countryside.

Only two official dispatches had been received and they gave the fruits of no independent investigation, merely transmitting the reports of the White Star line. The United States will decide its course upon the reports of its own officials.

No Warning Given. Ambassador Page forwarded a report this afternoon saying that the ship was torpedoed without warning and Vice Consul Thompson at Queenstown made a similar report. Neither accounted for Mrs. Josephine S. Bruguere and Dr. Edmund Woods, the two Americans still missing.

While officials are keeping their minds open during the hours which will be required for assembling the official evidence, they are thinking about these points:

Whether any Americans have been lost and whether the Arabic actually was torpedoed without warning.

Whether the Arabic by having been conveyed on the beginning of her voyage had under international law taken of the character of her conveyance and waived her right as a non-combatant.

Whether by proceeding to the vicinity of the steamer Dunley, which had just previously been torpedoed, the Arabic's commander introduced any qualifying circumstances by violating the rule of the British admiralty which forbids a ship to risk itself by attempting to assist another which has been torpedoed.

Liner's Act Justified. A view prevailed that an attempt by the Arabic to succor those on another torpedoed ship was justified and was not affected by the British admiralty rule which was made as a matter of policy for warships and was not a matter of international right.

Whether the Arabic's movement toward the Dunley might be interpreted as an attempt to ram the submarine is another point to be developed.

Secretary Lansing refused to discuss these or any other features of the case.

Situation is Grave. There is no attempt in official quarters to minimize the situation confronting the president, if investigation develops a violation of American rights in defiance of the last note to Germany, which gave notice in final terms that another sinking like that of the Lusitania would be considered an act "deliberately unfriendly."

The prospect of severance of diplomatic relations with Germany again came forward but it was understood that if such a course should be decided upon, it would not immediately be announced.

London, Aug. 20.—The best information now available indicates that a score or more persons lost their lives in the sinking of the White Star liner Arabic by a German submarine yesterday morning off the south coast of Ireland. Thus far it has not been determined definitely whether any Americans are among the dead. Dr. Edmund F. Wood of Janesville, Wis., and Mrs. Josephine S. Bruguere, an American, who had lived in Europe for some years, are missing.

The White Star line announced this morning that all but eight of the passengers had been landed at Queenstown. Four of these were said to be Americans. According to information cabled to Washington by Lewis C. Thompson, American consul at Queenstown, however, Dr. Wood and Mrs. Bruguere are the only missing Americans.

The other two—James Houlihan of Philadelphia, and Thomas Elmore of New York—were reported by Mr. Thompson to have been saved.

Over 400 Accounted For. In all about 400 of the 423 persons on board the Arabic have been accounted for. The fate of the others is still in doubt, but as the hours

lengthen since the Arabic met with swift destruction, hopes that the others may have been saved are fading. The announcement that all but eight of the passengers were saved bore out earlier reports that the great majority of the missing were members of the crew. Captain William Finch of the Arabic gave testimony to the heroism of his engineers and firemen, several of whom remained at their posts to the last to insure the safety of the passengers and probably sacrificed their lives. Other survivors say that the torpedo which rent the Arabic's hull killed outright several men in the boiler rooms. The torpedo struck on the starboard side about one hundred feet from the stern near the boiler rooms.

England Deeply Stirred. The torpedoing of the Arabic has stirred England. That such a large proportion of the passengers and crew should have been saved in the short time available for the work of rescue is regarded as better fortune than might have been expected under the circumstances. Apparently it was due to the coolness and courage of the officers and crew. Fine weather and a calm sea also contributed to the outcome.

In Queenstown everything possible was done today to assist the survivors, many of whom were without clothes or money. A number of the survivors are suffering from minor injuries but so far as is known none is in a serious condition.

With the main facts of the disaster established, the English public turned its attention to the possible effect upon relations between the United States and Germany.

New York, Aug. 20.—A cablegram confirming the report that Mrs. Josephine Sather Bruguere was drowned when the Arabic was sunk, was received today by her daughter-in-law, Mrs. Marion Bruguere of Cedarhurst, Long Island. The message dated Queenstown, was sent by Louis S. Bruguere, who was accompanying his mother on the Arabic. It read: "Mother is lost. Will cable again later."

Mrs. Josephine Bruguere was prominent socially in New York, Newport and San Francisco.

London, Aug. 20, 9 a. m.—The local office of the White Star line announced that all but 8 of the Arabic's passengers have been landed safely at Queenstown. Four of the eight are Americans. The names of the missing passengers have not yet been definitely ascertained.

Queenstown, Aug. 20, 4:10 p. m.—A report was circulated here today that the White Star liner Lapland had been sunk. There was no confirmation of this report and it is considered probable that the Lapland was confused with the British steamship New York City, torpedoed yesterday, whose crew was landed here today.

The Lapland, a Red Star liner under charter to the White Star line, sailed from New York on August 12 for Liverpool. She is due in Liverpool late today or early tomorrow.

FRANK BURIED AT MOUNT CARMEL
Funeral Cortege Travels at High Rate of Speed to Elude Reporters and Camera Men.
BURIAL SERVICE SHORT
Wife Maintains Composure Until End, Then Is Carried to Auto in Final Collapse.

New York, Aug. 20.—The body of Lee M. Frank, who was lynched at Marietta, Ga., was buried today at Mount Carmel cemetery, Brooklyn. The automobile hearse and the cars carrying the immediate relatives of the dead man traveled at a high rate of speed over the six-mile route from the home of Frank's parents to the cemetery in a vain attempt to elude newspapermen and photographers.

Frank's parents, Mr. and Mrs. Rudolph Frank, the widow, and Frank's sister, Mrs. Otto Stern and her husband, occupied the automobile that followed the hearse. A dozen other relatives and other friends occupied the additional automobiles.

Short Burial Service. A crowd of scarcely more than a hundred people was in front of the Frank home when the body was carried out at 9:10 o'clock. Thirty minutes later the last of the burial services were concluded at the cemetery. About forty persons were in the cemetery when Frank's body arrived and they crowded close to the grave during the services. Perfect order was maintained.

Mrs. Lucille Frank, the widow, appeared calm and restrained until the burial service had been concluded. Then she collapsed and was carried to an automobile.

MEXICAN PAPER ON AMERICAN DEFEAT
San Antonio, Tex., Aug. 20.—Under the heading: "It is rumored town of Mercedes, Tex., taken by rebels," El Democrata, a newspaper at Matamoros, Mex., published a startling story of how Mexican rebels defeated an American army and captured the Texas town, according to a message today from Brownsville.

The story said the Mexicans finally abandoned the town to march to other places, the message stated.

STORM TAKES A NEW CURVE
Great Hurricane Now Central Over Southeast Missouri and Increasing in Intensity.
MOVING NORTHEAST
Storm Warnings Sent Out—Southwestern Part of St. Louis Under Water—People Take to Boats.

Washington, Aug. 20.—"The tropical storm has taken a new lease of life after re-circling over east Texas," the weather bureau today reported. "It is central this morning over southeast Missouri, with increased intensity attended by heavy rains and by local high winds."

"The storm will move northeastward attended by rain from the lake region and Ohio valley eastward tonight and Saturday. There will be also high winds in the Ohio valley and the lake region and storm warnings have been ordered for the lower lakes, Lake Huron and south Lake Michigan."

St. Louis, Mo., Aug. 20.—The southwestern part of St. Louis was under water today and residents were going about in boats as a result of a continuous downpour of rain that began about 1 o'clock this morning and followed a steady drizzle that lasted nearly all day Thursday.

At 9 o'clock this morning four inches of rain had fallen. The storm was accompanied by a high wind.

As the morning advanced the downpour of rain increased. Railroad service on the Missouri, Pacific & St. Louis and San Francisco railroad tracks, which run through the southwestern part of the city, was discontinued as the rails were flooded by water from the Des Peres river. This stream had increased at one point from six feet to 900 feet.

Flood waters from the Des Peres all swept over the Wabash tracks, which run west and northwest and two incoming trains, which halted several miles from the Union station.

Many Passengers Marooned. One train stopped at Delmar station near the western city limits, but